

The National *Falcon*

News

The Monthly Magazine
Of The Falcon Club of America

August 2011
Falcon Literature Edition



Norm Huie
San Clemente, California
Make your Falcon SHINE!



The Regulars

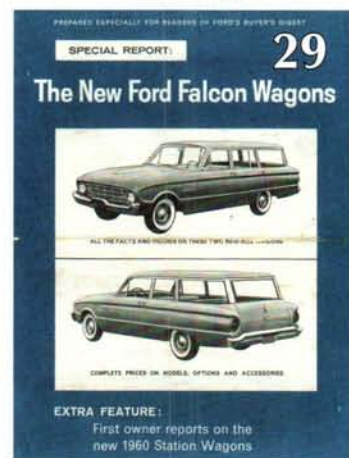
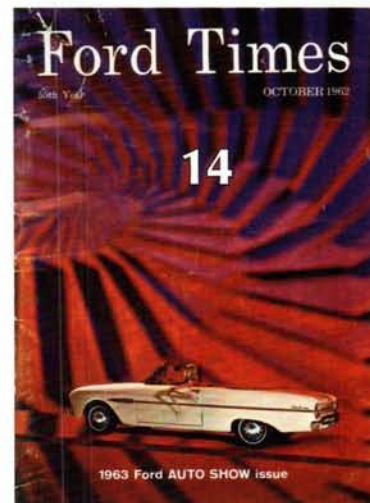
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Cover: Norm Huie: SHINE!

Norm Huie (FCA #8002) of San Clemente has been around the FCA for a long time. His new venture, SHINE! will be featured in next month's issue. Meanwhile, see his ad on page 10

Falcon Literature Issue

FCA members have been lobbying for another Falcon Literature Issue since September 2010. Thanks to Larry Bernhardt and Ron Sinclair for sending in their contributions.

Do you have some Falcon Literature? Send 300 dpi scans to the Editor. Or send original material with a SASE and it will be returned.

FORD TRUCKS

1963 **FALCON**

RANCHERO PICKUP
SEDAN DELIVERY



The September 2010 issue focusing on Falcon Literature was very well received. Members have been requesting more and Larry Bernhardt (FCA #13519) of Livonia Michigan and Ron Sinclair (FCA #7853) of LA Chaussee Sur Marne, France stepped up to provide this issue.

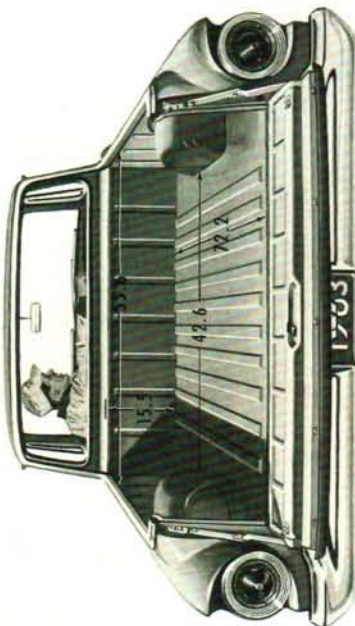
QUALITY-BUILT FOR MORE LASTING ECONOMY!



—Continued on page 4

FORD RANCHERO — AMERICA'S MOST DISTINCTIVE PICKUP

Do you use your pickup a great deal for personal transportation . . . haul only moderate loads? If you do, then the Falcon Ranchero is the truck for you! The Ranchero combines 800-lb. capacity with all the comfort, style, and performance that earned the Falcon car its reputation for being one of America's most popular compact cars. Driving a Falcon Ranchero is a pleasure. And speaking about pleasure—the Falcon Ranchero is just about perfect for going fishing, hunting, boating, camping, or to town. Falcon economy starts with the Ranchero's low price and continues with low operating costs, day in and year out. One reason is the exceptional gas economy you get with Falcon's 85-hp modern overhead-valve Six. You save with such features as 36,000-mile sealed-in major chassis lubrication, 6,000 miles between oil changes, self-adjusting brakes, hydraulic valve lifters, and galvanized underbody protection. In addition, the Falcon Ranchero is a pleasure to work with because side loading height is only 39 inches from the ground, and level tailgate height is only 27 inches.



OUTSTANDING RANCHERO FEATURES

- The sturdy 6-foot-long, 4½-foot-wide, and 15½-inch-deep pickup box provides a total of 31½ cubic feet of usable loadspace
- Integral cab and pickup box is all-welded heavy-gauge steel, single-unit body-frame construction designed for maximum strength with minimum weight
- Cab-wide rear window provides optimum rear driver visibility when backing up to loading platforms
- Spare tire is located in the cab behind the seat for easy roll-out accessibility. Provides weatherproof tire storage
- Fully synchronized 4-speed transmission is available. Permits shifting into low gear without clashing gears while still moving forward
- Snug-fitting tailgate has a single latch handle for convenient one-hand operation. Sturdy support arms hold tailgate level and fold away when tailgate is shut. No tailgate chains and hooks to bother with

YOUR CHOICE OF TWO SIXES



144 SIX
Bore and Stroke: 3.50" x 2.50"
MAX. GROSS HP: 85 @ 4200 rpm
MAX. GROSS TORQUE: 134 lb.-ft. @ 2000 rpm
COMPRESSION RATIO: 8.7 to 1



170 SIX
Bore and Stroke: 3.50" x 2.84"
MAX. GROSS HP: 101 @ 4400 rpm
MAX. GROSS TORQUE: 156 lb.-ft. @ 2400 rpm
COMPRESSION RATIO: 8.7 to 1

IMPORTANT ENGINE RELIABILITY AND DURABILITY FEATURES!

- Cast-iron cylinder block, cylinder head, and intake manifold are designed to provide a high degree of wear-resistance and quietest operation
- Intake manifold is cast as an integral part of the head, thus eliminating gaskets, studs, and leakage
- All main and connecting arm pistons are lap-ported to recut scuffing. Cast-in steel main bearings are precision-molded alloy iron with low integrally cast counterweights. Main bearings are 2-piece design and are replaceable without removing crankshaft from block
- Positive crankshaft seal-off from block
- Positive crankshaft oil seal-off with anti-slag legislation, cuts crankcase dilution and sludge formation
- Hydraulic valve lifters provide smoother and quieter valve operation virtually eliminating valve adjustment maintenance



FORD FALCONS FIGHT RUST for greater durability. All main underbody structural members are galvanized for protection against rust. Aluminum mudflaps last three times longer than other types.



EASY TO GET AROUND IN! The Falcon Ranchero and Sedan Delivery have a compact 100-inch wheelbase and short overall length of 160 inches. This gives you a turning diameter and good maneuverability.



6,000 MILES BETWEEN OIL CHANGES means lower operating costs. Ford's Full-Flow oil filter lets you operate up to 6,000 miles between oil changes. (Plus one qt. for the new filter cartridge.)

FORD FALCON RANCHERO BONUS BENEFITS!

FORD SEDAN DELIVERY OFFERS DELUXE ECONOMY, COMPACTNESS AND STYLE!



OUTSTANDING SEDAN DELIVERY FEATURES

- Big 76.2 cu. ft. of weather protected loadspace. Cargo space has hardboard trim extending from floor and wheelhouse to headlining
- Front fenders are bolted-on type which permits easy removal for more economical repair or replacement
- Tailgate window can be manually lowered to provide rear ventilation. Electrically operated tailgate window is also available
- Ample sign area space is available on side panels to advertise your business
- Single center tailgate latch is convenient for one-hand operation. Tailgate is held in open position with sturdy flat-metal supports for long loads

The 1963 Falcon Sedan Delivery is styled for beauty, and is quality-built for economy and efficiency. The Sedan Delivery is designed to haul small, prestige loads which require protection from the weather. It's nimble and easy to handle in traffic and congested delivery areas. It is powered with the standard Falcon economy 85-hp OHV Six. Inside is a full 76.2 cubic feet of loadspace that's accessible from the front seat and the tailgate. The cargo opening is almost 4 feet wide at the floor and 27 inches high. The 7-foot-long floor is constructed of steel and weather-sealed plywood with longitudinal steel strips to provide easier loading. The Sedan Delivery's single-unit body-frame construction offers maximum strength with minimum weight. A Falcon Sedan Delivery will reflect credit on your business, and do it economically, too.

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Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and is very much appreciated.

PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

NOT LIKE THIS...

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Falcons For Sale



Bad health forces me to sell my latest restoration project, a 1960 Falcon two door Ranch Wagon. Original 144 CID engine runs fine. All mechanical, body and three stage paint work done by professionals. Needs some finish assembly to be show class. I have all the parts to finish the car. Price is what I have invested, not including labor. Located in NW CA, originally

from dry Warm Lake County, CA. It had only minor rust and no bends. Stripped and primed and painted metallic blue, near factory color. Call for more info, photos available. All the hard work and hassle is done! Price firm, \$12,000. M. E. "Red" Burke, 707-964-4305. Let it ring!

1961 Deluxe Ranchero, (red of course) 144 with 3 speed column shift, restored, been to several car shows, \$9500, fun little unit, 1962 sedan delivery (red, of course) 200 w/four speed. Dual exhaust, \$8800. Contact Terry, 715 498 7229 or terrydalsky@yahoo.com. WI.



1961 Falcon four door wagon. Gas mileage special: rebuilt 170, 4 speed overdrive transmission, 3:55 Maverick rear axle. Many new parts on a good, solid Colorado body. \$3500. OBO. For a complete listing of work, new parts, and detailed pictures email or call Lenn Kellogg at

Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964. CO.

1962 FORD Falcon Tudor, 170 C.I. Six -1961 Falcon Ranchero. From Southeastern U.S. 144 cu. in., three speed standard. Restoration started. Soda blasted. Needs some body work. Drive train okay. Complete new interior and many other parts (\$1600). Glass all good. Have spent over \$4300. Pictures by email. \$2500 OBO. Delivery possible from Southern Ontario. Guy Winterton, 705-748-3491 or g-winterton@cogeco.ca. Canada.

1961 Ford Falcon two door. 22,000 original miles, silver in color, great car drive any where. New tires, re cored radiator, rebuilt carb, new hoses, belts and more 5,500.00 Write fordfalcon68@msn.com for pictures or call 260-482-7399. IN.



1962 Falcon two door sedan. It has a 1961 grille and front bumper. This car was completed 10 years ago. I put about 2000 miles on this car in those 10 years. The body is good and solid with no rust. The engine is a 351 Windsor, bought new, in a crate from Ford. The frame is full, front to back, with a full roll cage. It has a Mustang II front end and a narrowed 9" rear end (4:57 posi) and a four link suspension. It's a C-4 automatic with a Hurst QuarterStik shifter with a Line-Lock. Both the driver and passenger seats have Simpson five-point harnesses. Disc brakes; Mustang II in front, Continental on the rear. Aluminum radiator and Optima battery. 15 gallon fuel cell in the trunk. The car has a clear title. Reason for selling; it's time to move on, time for a change. I want to buy a different car to enjoy as much as I did this one. This is a fun, great looking, running and driving car that gets lots of attention. John Erickson, 402-203-0408 or johnerrickson54@yahoo.com. Asking price; \$40,000. NE.

1963 Falcon Futura. Red two door hard top. 122,000 original miles. Stored indoors. Car is original and has been restored. Six cylinder motor, bucket seats, new tires, a/c. Asking \$10,000 OBO. John Prosje, 954-467-8371 or kelautoaircondit@bellsouth.net. Fort Lauderdale, FL.



1963 Falcon four door. 170 cubic inch, 6 cylinder. Automatic, all original. No rust ever. 38,000 miles. \$6500. Call Harold Estes, 518-568-7161. NY.

1963 Sprint Hardtop. Cinnabar red with ivy gold interior. C4 (2:79 axle) coupled to a 260 4 barrel. Global West suspension. Quick steering. Front disc brakes. Dash clock. Original black California plates. More. All original parts. Ask for any details. \$15,000. Ray, 530-626-1640 or Sprint@gotsky.com N CA.

1963 Falcon Futura convertible, \$8500, Drives great. Yellow with black bench interior, 170 automatic. Many new parts and good original trim. Deluxe wheel covers, older top 1987. New radiator, complete exhaust, and tune up parts. Had at 50th in Michigan. Can e-mail photos. Rob Longfellow, 734-282-1163 or rob-classes@msn.com. MI.



1963 Sprint Complete including factory sprint tach, V8 automatic, Good glass, bucket seats, console, AC, also have current tag and title. The car is a true sprint and it also runs!! Very complete car needs total restoration. More photos available \$3,750 OBO. Ron Mixon 405-226-6894. OK.

I have a 1963 Ford Falcon Convertible for sale. I am representing this car for its long time owner. It is an exceptional automobile and has never rusted. It also has A/C. Please review the photos at the link below and I am sure you will agree it is a fine automobile and is reasonably priced at \$19,500 and its located in Rhode Island. Tom Laferriere, 401-651-2295 or tom-laferriere.com/1963_ford_falcon_convertible_for_sale.htm. RI.



1963 1/2 Ford Falcon Sprint convertible. Rebuilt 260 V8 with less than 100 miles. Two speed automatic, rebuilt. Mechanically sound. New convertible top. Paint in fair condition. Interior needs some work. No modifications except master cylinder. Shop and owner's manual. \$10,000 OBO. Brad Brock, 520-296-0371 or falcon@bradbrock.net. AZ.



1963 1/2 Falcon Sprint convertible. 43,000 actual miles, Rangoon Red with clear coat, new red full interior and white power top, professionally rebuilt. 260 V8, re-plated engine chrome, new pony 2v, remanufactured. C4, 2.79 Rear, new 14" wsw, new front disc brakes/dual master, new shocks, rear brakes/springs, bearings, seals, gas tank, exhaust, replated instrument cluster/knobs, Ford Deluxe AM radio (AM/FM under dash), Sprint tachometer. Everything works well! A show winner! Drive home with confidence! Asking \$29,500. More photos on request. Allen, 952-393-8337 or ahi777@aol.com. MN.

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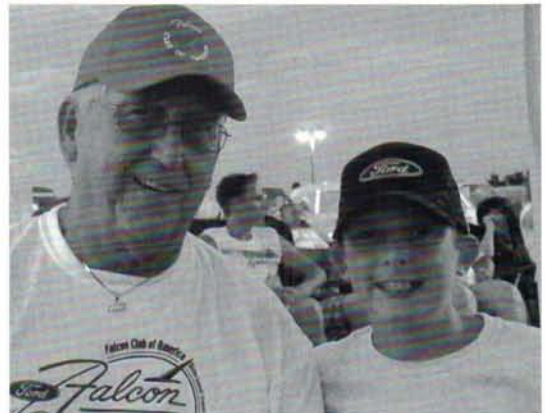
PRESIDENT'S MESSAGE: CHUCK BEASON

Please join me in thanking the Mile High Chapter for hosting the 32nd National Convention of the Falcon Club of America in beautiful Steamboat Springs, Colorado. The weather certainly was a pleasant change, nice and cool for July. Thanks to the Membership for supporting the Falcon Club of America by attending this event. Carolyn and I certainly enjoyed visiting with our many Falcon friends and meeting new Falcon enthusiasts. Look for the Convention coverage in the December issue of the National Falcon News.

Thanks to the So. Cal Chapter and Central Cal. Chapter for hosting the 2011 Pacific Regional Meet in Bakersfield, California. I had the opportunity to attend this event and certainly enjoyed my visit in the Pacific Region and the warm hospitality extended during my visit. Don't forget to make plans to attend one or all of the remaining Regional Meets scheduled later this year. There will be meets in Massachusetts and Maryland in August and Kansas in September. Registration forms for these events can be found in the National Falcon News and at www.falconclub.com. Please show your support by attending these events when possible. There are also many other events around this great country of ours that attracts many of our Falcons. Why not check these out, show off your Falcon and let everyone know there is a "Falcon Club of America".

Mark your calendar for July 12-14, 2012 to join us in Louisville, KY for the 33rd Annual National Convention of the Falcon Club of America hosted by the Bluegrass Chapter, Ohio Valley Chapter and the Hoosier Chapter.

Remember, take a kid to a car show this year!



President Chuck Beason with grandson Alex Hightower at Dearborn Nationals in 2010

—Chuck & Carolyn



Restoration Parts for YOUR Ford

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 1960-61 Falcon 2 & 4 dr sdn trunk lid emblem with chrome bezel C0DB-6443504-A \$75.00 FALCON 1962-63 FALCON rear quarter panel letter set. Does 1 side. C2DZ-6240282-SET \$25.00set  1960-67 Falcon horn ring emblem C0DF-3649-B \$30.00ea  1960-63 Falcon inside door handle, RH or LH C0AZ-6422600-A \$20.00ea	 1968-70 Falcon RH vent window handle C80Z-5422916-B \$15.00 1968-70 Falcon LH vent window handle C80Z-5422917-B \$15.00  1960-63 Falcon 2 & 4 dr sedan outside door handles. LH & RH C0DZ-6422404-PR \$110.00pr  1962-63 Falcon fender ornaments C2DZ-16178-PR \$125.00pr	 1960-65 Falcon RH vent window handle C30Z-6222916-A \$20.00 1960-65 Falcon LH vent window handle C30Z-6222917-A \$20.00  1964-66 Falcon outside mirror, LH or RH C5AZ-17696-F \$80.00  1956-74 "Mustard Top" ignition coil. Looks like the original FORD 12V coil. B6AZ-12029 \$40.00
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FREE
Falcon
Parts Catalog

Other Ford Car Parts Catalogs

1960-70 Falcon/Ranchero 1960-64 Galaxie
1932-48 Ford/Merc
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1952-56 Ford/Merc
1957-59 Ford/Merc 1962-79 Fairlane/Torino
1955-66 Thunderbird



ORDER PARTS OR CATALOGS TOLL FREE
1-800-476-9653
tech information: 704-786-8139 Email: info@dennis-carpenter.com

Classified Ads (con't)

—Continued from page 7

1964 Falcon Ranchero Deluxe. Half way through restoration. New metal welded in and main body has skin coat and first layer of primer. Have all trim and glass and engine runs great. Original 260 V8 with Borg Warner T10 4 speed trans. Many new parts, will need to finish before ready for the road. \$4,500 OBO. Call 928-699-2102 or acrancho@aol.com. AZ.

1964 Sprint Hardtop. Restored project started with many new, reproduction, and used parts. Rebuilt engine, .030 over, 302 crank, '67 heads with large valves, all trim, NOS grill still in box, 14 inch five spoke cragers, Granada front discs. Asking \$7500. Leon, 775-857-1039 or hiwheel@nvcbell.net. Reno, NV.

1964 Ford Falcon Standard Station Bus, E11TH560612. 6 cylinder, Category 5: restorable. Improvements include bored and rebuilt 200 CID engine, all brakes, lines, cylinders new. New drive line joints, rear axle seals, everything mechanical has been replaced. Some rust, damaged driver door, have replacement door already painted. Glass good. Has approximately 30 minutes idling time on engine. Some extra parts. Tires shot and no battery. \$2000 OBO. 208-722-6477. Ask for Bob. ID.

1964 Falcon Ranchero, 58,784 actual miles. AZ car, very little rust. New 78 Granada front disk brakes, spindles and tie rods, shocks and other new parts. Still has 260 V8 engine and C4 automatic. Have rebuilt 302 V8 engine with C4 for Ranchero, but not included in price. \$4500 OBO. Ken Jenkins, 480-231-6214.

1964 Falcon four door Futura. Great for spare parts. All trim and glass in good shape. Body panels have minor dents and some rust on doors. \$500. Kevin Milstead, 228- 860-3229 or kmilstead53@yahoo.com. MS.

1965 Falcon Futura wagon, 289 V8, automatic transmission, AC (not working).

**1964-73
MUSTANG**

**1928-69
FORD CAR**

**1960-70
FALCON**

**1962-71
FAIRLANE/
TORINO**

**1928-79
FORD TRUCK**

**1955-66
THUNDERBIRD
STREET ROD**

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Now Available!
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*Send For Your Free Catalog!
Mention this ad!*

1521 Dogwood Drive
Conyers, Georgia
Phone: 770-761-6800
Fax: 770-761-5777

Missing "FA" gas cap. Same owner for 25 years. Daily summer driver but needs restoration. \$4500 OBO. Andre Quetel, 802-377-7422. VT.

1965 Ranchero. 302 roller cam motor, with 5 speed transmission. It gets 23 miles per gallon. Orange base coat paint on a rust free body. All new rubber, interior, and re-cromed bumpers. Factory cold air. Disk brakes on front. Less than 1000 miles on new BF Goodrich tires on magum 500 wheels. \$13,000 firm. Boyce Copeland, 318-281-2013 or boycecopeland@suddenlink.net. LA.



1965 Falcon Ranchero, 302 CID, C-4 Auto, Vintage Burgundy with White Interior. Very Clean and Complete. \$13,000 Steve Bumpas 559-737-1315 or email swbumpas@yahoo.com for more info and photos. CA.

1965 Falcon Hardtop, solid body, no rust out. Correct 289 V8 4 barrel with cam; runs strong. Unknown auto transmission with floor shift leaks. Good glass and trim. Needs restoration completely.

\$3000. with extra parts included. Can email pictures. Call Wayne at 865-856-3030 near Knoxville, TN.

1965 Sprint 289 V8 with bucket seats black inside and out. I am the original owner. The car was totally restored in 1985. After restoration it was driven to car shows and in parades. It has been in storage for the last 7 years. Due to age and health, it is time to part with it. The car is totally stock and looks sharp. It has no rust and is ready to enjoy. Call for more details. \$ 7,000. John at 941- 626-1550.

1965 Falcon HT, highly modified 250-6 w/3-Webers, T-10 4 speed, disc brakes, new interior, solid but needs paint, \$9500 OBO, Bill 724-942-4877. Email for specs and pictures; wonorcutt@comcast.net. Washington, PA.



1965 Ford Falcon Futura Sprint Convertible. 289 C.I./225 HP. C4 Automatic Trans. Total frame off restoration. 55,000 miles. A.C., P.S. Immaculate California "Black Plate" car. No detail left undone. A must see show stopper car. One of 300

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Classified Ads (con't)

—Continued from page 9

built. Less than 20 left. Plenty of other photos available upon email request. \$35,000. Brian, 617-513-1267 or kate-bliar47@aol.com. Boston, MA.

1965 Ford Falcon Sedan Delivery, \$4000.
1965 Ford Falcon Futura HT, \$1200.
1965 Ford Falcon Futura H/T, \$600.
1968 Ford Falcon 2 door sedan, \$500.
1965 Ford Falcon 2 door H/T, \$700. 1960 COMET 2 door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.



1966 Falcon. Two door, 46,000 original miles. Original 6 cylinder and transmission. Beautiful Ford blue paint, two dime size bubbles on rear wheel area. New items: blue carpet and insulation, three point seatbelts, flasher switch. Front end work: two new ball joints, control arms, tire rod ends, adjustable sleeve, two new Monroe shocks, two inner tower ends, two front springs, newly aligned. All new brakes, shoes, lines, master cylinder. Original glass, no scratches. Four new P205 tires, 14" 4 1/4" four lug rims. Engine: Flame thrower III coil, Pertronix breaker, less ignition, new intake manifold gasket, new neutral safety switch and mounting kit. Reconditioned original AM radio, new rear speakers, FM/iPod converter under dash. \$7500. Mark, 773-806-9047 or macombkid@woway.com. Chicago.

Two Falcons for sale. It's time for someone else to play with my toys. They need a good home! White 1963 Futura hardtop six cylinder (170), black buckets and console w/clock in excellent shape. The other one is a black 1961 Futura Sedan clean, red bucket seats with console,

shine
on me
Automotive Trim Restoration
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1968 Falcon Futura sedan, white/bronze, white interior. 63,000 original miles, 289, 2-V, C-4, factory air, power steering. This very clean Southwest car has zero rust, recent brakes and new dual exhaust. It is in fine daily driver condition. \$4500. Ask for photos. Cliff, 575-585-5545. NM.

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickey.com.

Falcon: The New Size Ford, illustrated book by Ray Miller. Clean and complete

with original jacket. \$30 + shipping. Ron Winkler, 775-356-7313. NV.

RANCHERO TONNEAU COVERS:

After much diligent searching, a little luck, and some help from FCA members, I can now announce that fiberglass tonneau covers are now available for 1960 to 1965 Rancheros. These are made by former Protect-O-Top employees using the original molds so they fit perfectly. This is probably your last chance to purchase one of these tops. Due to the high cost of mold production and limited demand, it is unlikely that these will ever be available again. Price will be \$900. This includes the top, the filler panel, all hardware, and printed instructions. Please contact Roy at 925-366-7555 or mercuryfree@earthlink.net if you are interested.

Shop Manuals by Ford: '60-'63 \$34.95
'64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea.
Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. [Alex@books4cars.com](http://books4cars.com).

The Ford Falcon Six Cylinder Performance Handbook web site has a new URL. <http://www.falcon6handbook.com>. Order your copy there. The Handbook has 107 pages on how to get more power

out of your Falcon six. There are engine specifications and modifications; staged performance upgrades; and lots of "How To" information. Dennis Schjeldahl. ID.

Miscellaneous Wanted

Looking for 1963 Falcon promotional toy. Must be in good shape. Any color but red. Contact Elroy Zimmerman, 208-453-5139. ID.

Falcons Wanted

Looking for a 1965 Futura station wagon or 1969 Futura or a 1960 Falcon two door. Looking for something that needs work. Michael Murphy, 716-883-3689.

1963½ Falcon Sprint Convertible Prefer #1 or #2 with power steering and four speed; will consider automatic. Contact Joe at 563-370-9994 or joni67@mchsi.com. IA.

Wanted: 1965 Ranchero. Paint, trim and upholstery unimportant but must be

mechanically sound and without major damage. I joined FCA specifically to find a daily driver from a trusted source at a reasonable price. Bernie Powers, gbpowers@aol.com (subject: Ranchero) or 904 387-9990 (9-5). FL.

Parts For Sale

1960 thru 1965 set of full floor pans for sale. Right and left side, \$200 for both. Bought from Dearborn Classics and sold car before I could install. Rob Longfellow 734-282-1163 e-mail: robsclassics@msn.com MI.

A matched pair of front coil springs for Falcon sedans and Rancheros, 1963-1965 with V8 engine. \$50 + shipping. One crankshaft harmonic balancer for a Ford 289 engine, 1964-68, "New" Summit #SUM-163289, \$35. Plus shipping. Ron Winkler, 775-356-7313. NV.

Brand new fan shroud with brackets from Dearborn Classics. \$80 value, only \$40 delivered. Pairs of good used tail light

buckets and headlight doors for a 1964 Ranchero. No dents. All four pieces for only \$60 delivered. Call Joe at 630-469-6899. IL.

Rebuilt 170 engine ready to drop in, \$400. Fordomatic transmission, works great, \$200. Five four lug 13" new wheels and tires (about 200 miles) \$250. Six cyl. four lug rear end, new brakes, \$100. Four lug nine inch front hubs, new brakes, \$75. Dean Abbott, 260-982-2328 or 260-578-2328. IN.

Excellent parts from original 1964 Falcon convertible. Auto trans with converter, rebuilt, \$200. Rear end with new brakes, drums and carrier bearings - \$150. One pair four lug front spindles and drums with new brakes - \$75. Five 13" four lug wheels and tires - \$80. Front bench seat with tracks - \$150. Heater assembly with controls and panel - \$100. Call Wayne at 865-856-3030. Near Knoxville, TN.

—Continued on page 12

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Classified Ads (con't)

—Continued from page 11

Kellogg's Garage Summer Special: Cars For Sale. 1965 Futura four door wagon, 289, auto, air, power steering, \$2995. 1965 Ranchero, 302, 3 speed, \$2995. 1965 Comet 404 four door, 289, auto, power steering, \$2495. 1965 Falcon two door sedan, 200, 3 speed, \$3995. 1965 Falcon two door sedan, 302, 3 speed, \$1995. 1963 Falcon four door, 170, 3 speed, air conditioning, \$1995. 1962 Futura, 260, four speed, \$3495. 1962 Sedan Delivery, 200, 3 speed, \$2495. 1961 Falcon four door wagon, 170, four speed overdrive, \$3495. Detailed pictures on request. See these cars live and in person after the Nationals, July 17-19. Call or email Lenny Kellogg @ Kellogg's Garage. lenkellogg@lpbroadband.net, 970-593-1964, CO.

ALL N.O.S. CODZ-3047-A upper control arm shaft kit, \$65. CODZ-3350-B steering arm & bushing \$75. CODZ-3049-A upper ball joint spindle support \$65. CODR-7A039-B trans. ext. assy., \$75. CODZ-1126-B rear brake drum \$80. CODZ-5630-C rear spring shackle kit, one pair \$40. N.O.S. parts: carb rebuild kits, part # CODZ-9A586-A & B, \$30.; exhaust hanger, part # CODD-5A283-F, \$15.; rear brake drum, part # CODZ-1126-B, \$80.; Autolite vacuum control, part # CODF-12370-A, \$18.; turn signal plate, part # CODF-13304-A, \$15. Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 636-228-4501 or dbranson@mail.win.org, MO.

1963 Falcon/Comet clutch equalizer bar (6 cyl), \$75. 1963/1964 Falcon/Comet T-10 4 speed transmission, (should be

checked), \$399. 1964/1965 Falcon/Comet T-10 4 speed transmission, (should be checked) dual bolt pattern, \$499. 1963 - 1965 Falcon/Comet T-10 shifter assembly rebuilt, \$255. 1963/1965 Falcon/Comet shifter, new chrome, \$199. More Falcon parts, please call or e-mail with needs. Vic Falcone 518-355-7756 or Vfalcon64@aol.Com. NY.

Petronix system (includes coil). Purchased for a 1963 170 c.i, 6 cyl. And a new trunk lid gasket from Dennis Carpenter's. Chuck, 410-349-1649 or hisjunk@msn.com. MD.

Mustang II Front end kit. New ROD Custom 1970-1977 Maverick. Chrome manual rack tub A Arm 2 inch drop spindle. Could fit Falcon, cost \$2500. Will sell for \$1500. Bud Stull, 618-377-2717. IL by St. Louis.

V-8 arm and bushing \$175, license light \$20, temperature gauge \$75, temperature cable, \$30, quarter molding Futura \$135 ea., six cyl. standard shift radiator \$125, amber parking light switch \$50, left door handle convertible part #, \$70. Much

—Continued on page 21

1960-1970 FALCON

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We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.

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FALCON LITERATURE

THE LUXURY AND COMFORT OF FALCON CABS

For '63, Falcon Rancheros and Sedan Deliveries provide all the luxury and comfort of the popular Falcon passenger cars. A new softer and more durable polyurethane foam padding is used in seat cushions and in seat backs to provide even greater comfort. The upholstery in the standard cab has a "Western Motif" (steerhead pattern) imprinted on pale beige vinyl upholstery material with a light beige vinyl bolster border on sides, seat back and seat facings. The Deluxe Cab features a choice of all black or all red pleated vinyl upholstery with same color vinyl bolster on sides, seat back and seat facings. Listed below are standard and optional equipment specifications for both Ranchero and Sedan Delivery models.



SPECIFICATIONS

Exteriors: Standard equipment includes—chrome front and rear bumpers, two taillights, dual single-speed electric windshield wipers, dual electric horns, directional signals, bright-metal windshield reveal molding, taillight trim rings and hub caps. *Sedan Delivery* also has bright-metal drip moldings. Solid colors available are: Raven Black, Rangoon Red, Viking Blue, Oxford Blue, Silver Moss, Ming Green, Champagne, Glacier Blue, Heritage Burgundy, Sandshell Beige, and Corinthian White. Optional two-tone combinations are: Glacier Blue and Viking Blue, Black and Champagne, and Corinthian White with any solid color.

Interiors: Standard equipment includes—arm rests (Falcon Ranchero), dome light, rearview mirror, spare tire and wheel, sun visor (left side Sedan Delivery, both sides Falcon Ranchero), dispatch box, ash tray, Double-Grip door locks, Life-guard steering wheel, pale beige "Western Motif" vinyl seat covering with light beige vinyl bolsters and seat facings.

Engine: 85-hp Falcon Six—144-cu. in. displacement, 3.50" bore x 2.50" stroke, 8.7 to 1 compression ratio, operates on regular fuel; single venturi carburetor, simplified integral intake manifold and cylinder head; hydraulic valve lifters; Full-Flow oil filter; 18-mm. Turbo-Action spark plugs; 12-volt electrical system; 54-plate 40 ampere-hour battery; 25 ampere generator; aluminized muffler.

Engine: (optional) 101-hp high-performance Six—170-cu. in. displacement, 3.50" bore x 2.94" stroke, 8.7 to 1 compression ratio, operates on regular fuel; single venturi carburetor; Full-Flow oil filter; hydraulic valve lifters; aluminized muffler.

Clutch and Transmission: Single-plate, cushion-disc clutch, face diameter 8½ in., total frictional area 68.1 sq. in., aluminum housing. Manual 3-speed Synchro-Silent transmission.

Optional: 2-speed Fordomatic Drive with 3.50 to 1 axle ratio only. 4-speed manual fully synchronized transmission.

Rear Axle: Semi-floating type with hypoid gears; 3.50 to 1 axle ratio. 4.00 to 1 ratio optional with 85-hp Six only.

Front Suspension: Angle-Poised ball-joint type with 4-in. coil springs and shock absorbers.

Rear Suspension: Semi-elliptical leaf springs and shock absorbers.

Brakes: Dependable double-sealed drum; 9" x 2¼" Duo-Servo type; self-adjusting; total lining area is 137.2 sq. in.

Tires: 6.50 x 13 4PR on 13 x 4½ J safety-type wheels.

Wheelbase: 109.5 inches.

Other Available Equipment: Heavy-duty battery (54-plate, 55 ampere-hour); heater and defroster (fresh air "Blend-Air" type hot water heater); air conditioner; push button radio and front-mounted antenna; Safety Package "A" (padded instrument panel and sun visors); seat belts; power-operated tailgate window (for Sedan Delivery); tires (6.50 x 13 4PR white sidewalls; 6.50 x 13 6PR black or white sidewalls); wheel covers (bright metal); tinted glass; windshield washers; 2-speed electric windshield wipers; cigar-cigarette lighter; backup lights.

Deluxe Trim Package: Includes bright-metal moldings on door window frames and tailgate window opening plus arm rests, both sides, and right-hand sun visor on *Sedan Delivery*—bright-metal moldings around top of box and cab back, plus frames on door window on *Falcon Ranchero*. Also, for both models a black or red steering wheel with horn ring; cigar-cigarette lighter; dome light door switch; and black or red vinyl upholstery.

The specifications contained herein were in effect at the time this folder was approved for printing. Ford Division of Ford Motor Company reserves the right to discontinue models at any time or change specifications or design, without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in North America and in certain neighboring areas.

12,000-MILE WARRANTY (OR 12 MONTHS)—Ford Motor Company warrants to its dealers, and its dealers, in turn, warrant to their customers as follows: That for 12 months or for 12,000 miles, whichever comes first, free replacement, including related labor, will be made by dealers of any part with a defect in workmanship or materials. Tires are not covered by the warranty; appropriate adjustments will continue to be made by the tire companies. Owners will remain responsible for normal maintenance service and routine replacement of maintenance items such as filters, spark plugs, and ignition points.

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more convenience, and
now a sporty convertible, too*

EVERYBODY who loves the Falcon—and there are now nearly 1,500,000 immensely pleased owners—has been eagerly awaiting the convertible you'll find described along with our other sporty new Fords on page 29. Each 1963 Falcon is pert and lively and fun

26

to drive; but there are even more basic reasons for the Falcon's huge success. At heart it's a practical, money-saving car, probably the most businesslike package of pure transportation value ever designed in the United States. In 1963 this original concept of economy, simplicity, service, and function takes an important step forward.

The '63 Falcon sedans, wagons, and convertible now incorporate *all* the trouble-saving maintenance features pioneered by the senior Fords. Even the 1,000-mile inspection is a thing of the past with most Ford-built cars; you have no servicing to do until the first



New '63 grille gives the Falcon series a forward thrust profile

oil change at 6,000 miles. Your first chassis lubrication comes at 36,000 miles. There are other similar extended maintenance intervals for attention to anti-freeze, fuel filter, front wheel bearings, air cleaner, brake linings, universal joints, and even some of the light bulbs! The brakes are self-adjusting, and so are the engine valve-lifters.

All of these, of course, save you money; they also save you time because of fewer "pit stops" in the daily race of going to work, conducting a business, or just having fun. More important, perhaps, they also mean that a '63 Falcon is an exceptionally durable car—built to last, built to take care of your pocketbook and you. ■

The Futura 4-Door Sedan's rear roof pillar has the T-bird look



27



The Sportiest Fords

They're zestful, youthful, and fun to drive

WE HAVE a nice pack of these lean and hungry coursers—hungry for the road, that is—in the 1963 line-up. They have been called the bucket brigade because a significant feature is the sporty bucket seats* that go so well with these fun-driving models.

They are the Galaxie 500/XL's, the Fairlane Sports Coupe, and the Falcon Futuras. Some of our biggest news for '63 comes in the Futura category—the Falcon Futura Convertible and Sports Convertible, the latter outfitted with front bucket seats and console as standard equipment.

Here is a trim little dreamboat that affects you like a nicker quarter horse—you want to walk over and rub its nose. It's a convertible in the best sense of the word: it lets you out in fair weather and tucks you in when the skies threaten.

You have only to operate a couple of bright metal clamps at the top of the windshield, finger a power top control, and the vinyl-clad roof electri-

**If you want your Ford-built bucket seats to recline from straight-up to almost full-flat, write Cal Corp., 2945 Coolidge Highway, Berkeley, Michigan. Cal has an attachment which permits this.*

The brand new Falcon Sports Convertible, above left, and the brilliant Galaxie 500/XL Convertible, below left, highlight the extensive line of sporting Fords

cally descends into its well behind the rear seat. Reverse the procedure, and the roof is replaced.

There are two nimble, six-cylinder engines to power this saucy sun car which amazingly seats five sizable persons: one of 144-cubic-inch displacement, with 85 hp; the other of 170 cubic inches with 101 hp. Both have improved performance that is most noticeable when passing.

You can get a standard, three-speed, manual, column-shift transmission that is synchronized in *all* forward speeds; an automatic, two-speed transmission; or the manual four-speed floor-shift.

Among the nice touches you can expect: a better and quieter ride.

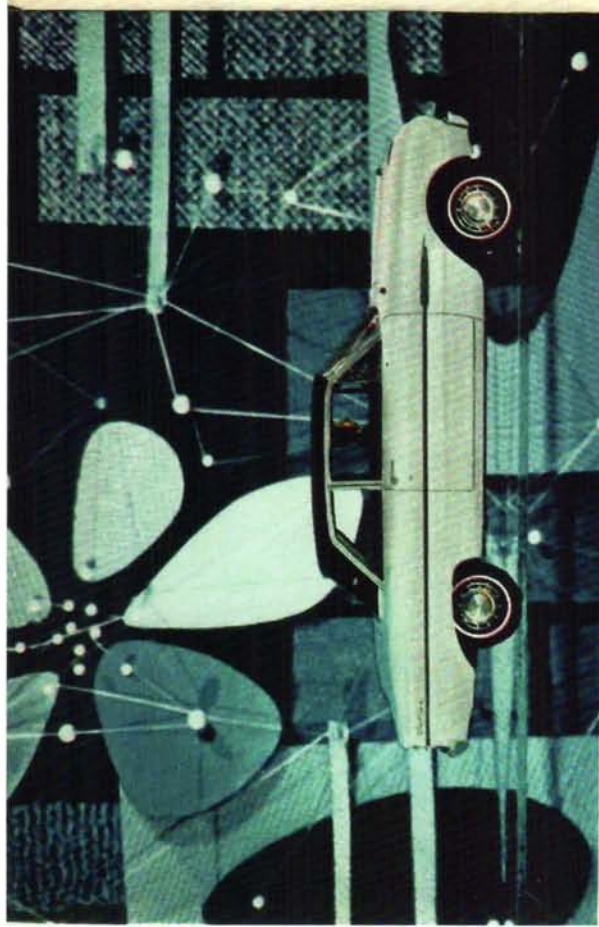
Most convertible back windows have a three-sided fastener which must be run up, across, and down to open. The Falcon convertible has a slide fastener across the upper edge only. Zip that open and simply pull the panel down—Both sides are sealed magnetically.

The spacious Sports Convertible interior



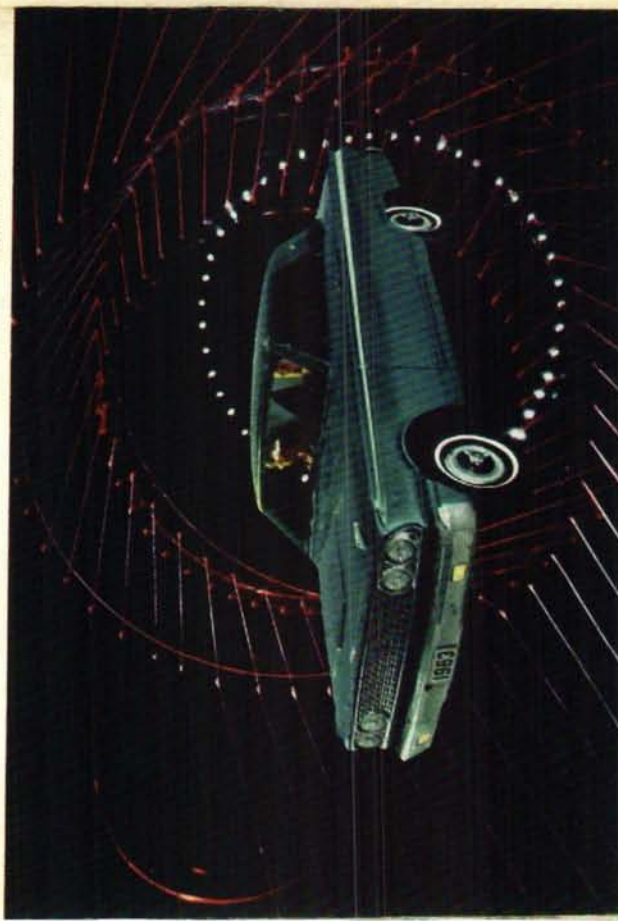
Falcon Literature

October 1962 Ford Times:



▲ PAUL SCHAWINSKY

▼ LEONARD P. JOHNSON



All of the sporty '63 Fords can be bought with a variety of engines. There is a particular engine for the model you choose and the use you put it to. If your aim is competition, there are many independent speed shops which can alert Ford engines to capabilities latent in the original design.

There are quite a few accessories in the list to augment the car of your choice, whether it is a model of the full-driving sports type, or one of more modest stature. We list some of these:

- A precision tachometer for any V-8, 12-volt Ford (or other make) with either a standard or automatic transmission. This gives a constant reading on the "blood pressure" of your engine.
- Chromed, wire-wheel-type covers available for Falcon, Fairlane, and Galaxie; Thunderbird offers optional complete wire wheels.
- A spotlight, incorporating an outside rear view mirror, which will help in throwing light on obscure road signs when you put your rally car through its paces.

- For the hefty Galaxie, a heavy-duty suspension option that takes it around curves as if it had a ring in its nose.

Here's a point to consider: The Stutz Bearcat, at its prime in 1914, with all of its extras, cost about \$6,000. That would be an inflated \$19,000 now. A Galaxie 500/XL Sunliner today, with similar equipment, costs remarkably less, a Fairlane hardtop still less, and a Falcon Futura least of all. Sports driving is no longer that expensive. ■

At left are two of three bucket-seat hardtops included in Ford's line of sporty cars: above, Falcon Futura 2-Door Sports Sedan, below, Fairlane Sports Coupe



Sports Convertible's "floating" mirror



Console shift on 500/XL Convertible



This pillarless roof gives wide view

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CC-EMB1

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 CC-EMB22 "Cobra Snake" - Logo, Black ea 29.95
 CC-EMB24 "Ford Oval" - Logo, Black ea 29.95



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White T-shirt with blue writing and picture of the 289 and 427 AC Cobra, the car that started it all for Carroll Shelby. Picture of a 289 or 427 Cobra on the hip, the number on the chest, and Shelby's signature on the back. Comes in sizes medium, large, and extra large.

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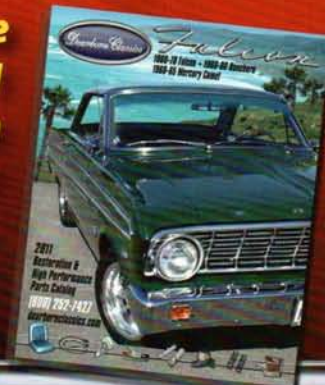


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From The National Falcon News Archives Submissions Through the Years



Finally she got her Falcon!



Michael Cotsonas' 1964 Futura



Christmas at Falcon Central 2007



2004: Jim Wilkerson's former Sprint. Photo by Helene McKay



Bill Bridges' Ranchero. RIP Bill. Best Tequila Bloody Mary recipe ever!



Rod Crawford's 1964 convertible

Classified Ads (con't)

—Continued from page 12

more. Frank G. Stewart, 440-282-6277. OH.

Parts Wanted

Looking for the following original parts for a 260: Oil Filter Cap, Heat riser tube, PVC Valve, PVC hose, PVC Grommet, Two Barrel Carburetor Spacer kit, Water Pump Pulley, Crank Shaft Pulley, Fan Shroud, Clutch Equalizer Bar, Release Lever 61/2 inch, and a Muffler Inlet Pipe. Robert L Carpenter Sr., 910-358-0790 or rlcarpenter@coastalnet.com.

Trying to restore a 1963 Ford Falcon Ranchero that had a deluxe interior. Need the trim pieces for the padded dash, the trim pieces for the arm rests, the hook for the jack, and a good radio and antenna. Parts must be in good or better condition. No junk, I have piles of that already. Please contact Rana Schmitz, P.O. Box 6484 Bakersfield, CA 93386. 661-872-1527 or jschmitz@lightspeed.net.

Hi performance exhaust manifolds or headers for a 1999 5.0 Explorer engine with GP40 heads installed in a 1964 Falcon. Stock manifolds will not clear the spark plugs and the shock towers will not be altered. Please respond to Wayne Rolins at 865-856-3030. TN.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Looking for an original V8 automatic 1964 Falcon radiator. Condition unimportant, as long as the top tank has the proper date code and parts identification. Radiator top tank must have an "11-63" date stamp and a "C4D_" or a "C4Z_" parts ID stamping. Roger Carter, rlcarter72@rconnects.com. OR.

Looking for an overdrive unit for a Fordomatic 2 speed automatic transmission. This unit was manufactured by the E.J.B Company of San Gabriel California in 1961. It was called "Honomatic" by the manufacturer and it bolts on to the rear end of the transmission. Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

A set of backing plates for a 1963 V8. Ed Watts, 856-589-5209 or falcon_1963@verizon.net. MD.

Four 14" simulated wire wheel covers for 64/65/66 Falcon or 63/64 Fairlane, part number C3OZ-1130-K, red centers with Ford crest. Jim Elliott, jim_celliot@bellsouth.net, or 225-343-6900. LA.

CHAPTER FORMING

Wanted: Falcon Club of America members that live in the Cladwell, Nampa and Boise, Idaho area to start a local Falcon chapter. Call Elroy Zimmerman, 208-453-5139. Leave Message. ID.

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 4:30 PM at Shoney's at
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Carolinas Chapter
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 1st Mon.-7 PM
 Holiday Inn Express
 Hotel, 2491 Wonder
 Dr., (Exit 60: I-85)
 Kannapolis, N.C.
 (704) 736-1920

Central California
Falcons
Bakersfield, CA
 1st Tuesday 6:30 PM
 Marcia's house,
 5304 Southshore
 (661) 587-8539

Central California
Falcons
Fresno, CA
 3rd Thursday at
 Applebee's in Clovis, 98
 Shaw Ave. 7:00 PM
 (559) 322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
 1st Tue. 7:30 PM
 Cafe Hotel, Melbourne
 9369 1574

Founder's Chapter
Arkansas
 2nd Sat.- monthly
 (501) 605-1370

Gateway Chapter
St. Louis, MO
 4th Sun.-monthly
 (636) 677-4670

Golden Gate Chapter
San Francisco, CA
 2nd Sat.-Odd Months
 (408) 293-5848

Hoosier Chapter
Indiana
 1st Sun.-monthly
 Edwards Drive-In
 2126 S. Sherman Dr.
 Indianapolis
 (317) 786-1638

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FCA REGULARLY SCHEDULED CHAPTER MEETINGS

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.—bimonthly
Holiday Inn Southgate,
17201 Northline Road,
Southgate, MI
(313) 382-2993

Mid America Chapter
Kansas City
2nd Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter
New England
3rd Sat.—monthly
northeastfalconchapter.
com
(952) 334-1654

Northland Chapter
Minneapolis, MN
2nd Sat.—odd months
(952) 334-1654

Rainier Chapter
Seattle, WA
3rd Wed.—monthly
except Dec., Feb. Varied.
RainierFalcons.com
(206) 290-3093

River City Chapter
Sacramento, CA.
2nd. Sat. even months
12:00 PM, Round Table
Pizza
1566 Howe Ave
Sacramento, Ca.
(209) 957-0974

So-Cal Falcons
Pasadena, CA
2nd Saturday, bi-monthly
(805) 583-4403

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 820-4808

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons
Richmond, VA
2nd Sun.—even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat.—even months
(316) 838-7487

Wild West Falcons
Chapter
Western Colorado
Meetings Quarterly
Call for dates & locations
Ted (970) 314-2498

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Calendar of Events

AUGUST 12-13: FIFTH MASON DIXON CHAPTER REGIONAL

At The Ramada Inn Conference Center, 1700 Van Bibber Road, exit 77A off I-95, Edgewood, MD 21040. 410-679-0770. The rate if booked prior to 12 July is \$73 + tax and includes deluxe Continental Breakfast. The rate extends from 11-14 August for those of you wishing to tour elsewhere during your stay here. Places such as: Baltimore with its inner harbor charm, Washington D.C. and the many museums, or Lancaster, Pennsylvania and the Amish experience are all easy day trip possibilities. Your Meet Registration includes our hospitality room that serves enough goodies to keep you at the show vs. having to go somewhere for lunch. Use the form in this issue to register now!

AUGUST 20-21: 13TH ANNUAL NORTHEAST REGIONAL MEET

The meet will be held at the Publick House in Sturbridge, Massachusetts. See www.northeastfalconchapter.com for details. Use form in this issue to register now!

SEPTEMBER 11, 2011: 15TH ANNUAL FUN FORD SUNDAY

10:00 AM to 3:00 PM (Gates open at 8:00 AM)

at the Solano County Fairgrounds, Fairgrounds Drive, Vallejo, CA. Sponsored by Nor-Cal Ford Club Council

Exhibitor Fees: \$30.00 in advance, \$35.00 at the gate. Info: www.funfordsunday.com. Phone: 888-548-2402. Information: P O Box 54, River Pines, Ca. 95675-0054. This is an interclub event open to all Ford, Lincoln, and Mercury powered vehicles. This year will commemorate the end of the Mercury line, the new 5.0 Engine, the 2011 Mustang 5.0 GT, and 55 years of the Continental Mark II. It is expected that about 400 cars will be shown. Benefits various charities. Supported by the Golden Gate Chapter and Sonoma County Chapter FCA.

SEPTEMBER 23 & 24: MID AMERICA REGIONAL MEET, LENEXA, KS

The Overland Park Crowne Plaza Hotel, 12601 West 95th Street, Lenexa, Kansas, exit I-35 at 95th Street, Lenexa, Kansas 66215. 913-217-1000. The rate booked prior to August 24 is \$75 + tax. The rate extends from September 20-27, for those of you wishing to tour elsewhere during your stay here, places such as the Kansas City Downtown area, including the Power & Light District with its many restaurants and shops. Meet Registration includes our hospitality room which serves enough goodies to keep you at the show vs. having to go somewhere for lunch. There are also many restaurants nearby. We will have games for the whole family on Saturday afternoon, along with door prizes. We will be serving hot dogs, chips and sodas/water on Friday afternoon. There will be an Ice Cream Social Friday evening. Awards Presentations will be made on Saturday at 3:00 PM. Oak Park Mall is close by with a free shuttle from 9:00 AM until 5:00 PM. The hotel shuttle will take you anywhere within a 6 mile radius, and the World famous Bass Pro Shop is 4 miles away. This will be a great event and we do hope you can come and enjoy the show. We look forward to seeing you, so make your plans and get registered. Use the form in this issue.

Need Extras of TNFN?

A limited number of extra copies of The National Falcon News are available for \$3. each to cover shipping and handling. Please request extra copies soon after publication date, they can run out rapidly. Please make checks out to FCA and send to the Editor at the address on page 5.

If you did not receive your monthly copy and your dues are up to date, there is no charge to be mailed a replacement. Please allow plenty of time before requesting a replacement, bulk mail can take up to three weeks to be delivered.

Not Receiving Your Magazine?

Address Changed?

Please address all membership matters to Corresponding Secretary Denise Sword. Her information is on page 5.



THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.

Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please. No exceptions.

ROAD TESTS Ford's new Falcon, Morris
1100, 115 mph vs. Australian sports car

AUSTRALIAN

Motor Sports
AND
Automobiles

MARCH
1964
2/6
VOLUME 19
No. 3

FORD'S NEW FALCON

In this issue

Australian driver Ken Gurney, second overall, leading Moon
America's road crown 125 miles - 1964 and present
Australia's Road King - Ken Gurney's story.

EMS
This year of
publication

Published by
The Motor Press
100, Victoria Road, Sydney, N.S.W.

121 HORSEPOWER
ENGINE OPTIONAL
ON 1964 FALCON

AUSTRALIAN MOTOR SPORTS, March 1964



Larger tail lights make the Falcon's rear look wider. Redesigned suspension makes rough-road handling better.

axle shaft; extra body and engine insulation; more powerful headlamps; lubrication extended from 1000 to 36,000 miles; smaller diameter steering wheel; redesigned instrument cluster; reinforced springing in seats; and "lubed for life" steering linkage.

Main styling changes are: New-style semi-floating chrome grille; redesigned fenders, boot, rear body panels, tail-light assembly and bumper bars; increased passenger space; new chrome side mouldings; emblems signifying engine size; squared-look headlight assembly; chrome bonnet surrounds; and two-tone ribbed-style interior trim.

To increase room inside the car the steering wheel has been made smaller so that a driver can adopt a "straight arm" driving position and the back seat has been moved back to give more leg room.

New suspension gives better ride

Now, when the front seat is moved forward it also rises to give smaller drivers a better view of the road.

The heavier front suspension and redesigned leaf springs at the rear give the new car a firmer feel. Ride over bumps is not affected, but the car does not wallow or sway at speed as earlier models had a tendency to do.

The use of heavier insulation and mock nylon astrakhan carpeting has reduced the noise level inside the car considerably. The windscreen is now zone toughened so that only portion of it becomes "frosted" if hit by a stone.

A new 121 bhp, 200 cubic inch motor will be available for automatic transmission models of the new Falcon. Prior to its release, AMS road testers were given a drive in an XM fitted with the new motor and, although it was not run in and could not be pushed to the limit, they were confident that the car will top 100 mph in standard form.

This makes the Ford company the first to offer a 100 mph family car in Australia. The engines in the current

models, the 144 cubic inch and 170 cubic inch, will still be available and their power has been lifted from 90 to 96 bhp and 101 to 111 bhp.

This has been done by modifying exhaust and inlet manifolds. The extra power should not increase petrol consumption at cruising speeds — in fact it will probably be better as the new inlet manifold design allows more efficient distribution of fuel.

AMS staff drove the car well before it was released. We covered 45 miles around the outskirts of Melbourne early one morning before many motorists were abroad. Before the car was returned to be hidden away again by the Ford company we had time to give it a couple of runs against the stopwatch.

Because the car was not fully run in—it had just over 100 miles on the clock — and because we could not use our regular test strip, the figures must only serve as a guide. But they were good enough to convince that this new car is a flier.

Acceleration from a standing start to 50 miles per hour took just 10.3sec.; 0-70 mph came up in 21.2sec. We tried to go for a maximum speed run, but a cruising Studebaker Lark police car began to take an interest in our activities and we prudently gave it away. At 85 mph, however, the car was still accelerating strongly.

Maintenance on the new car will be simple. The steering gear needs no attention at all. No oil change is necessary, even with a brand new car, for 6000 miles and the fuel filter needs changing at 36,000 miles.

Little change in appearance

Every time you go backwards in the Falcon the brakes adjust themselves and take up any slack caused by wear.

Seats are upholstered in a vinyl material with vinyl fabric two-tone inserts made of sturdier material than that

1964 Falcon

used in previous models. Instruments are grouped together in a heavily chromed surround directly in front of the driver.

In appearance the new Falcon has changed little. At the front the chrome work across the front of the bonnet and the new grille makes the car easy to identify.

New, larger, circular tail-lights and squared-off headlight surrounds give the new car a squat, bulky appearance, which gives an impression of power and solidarity.

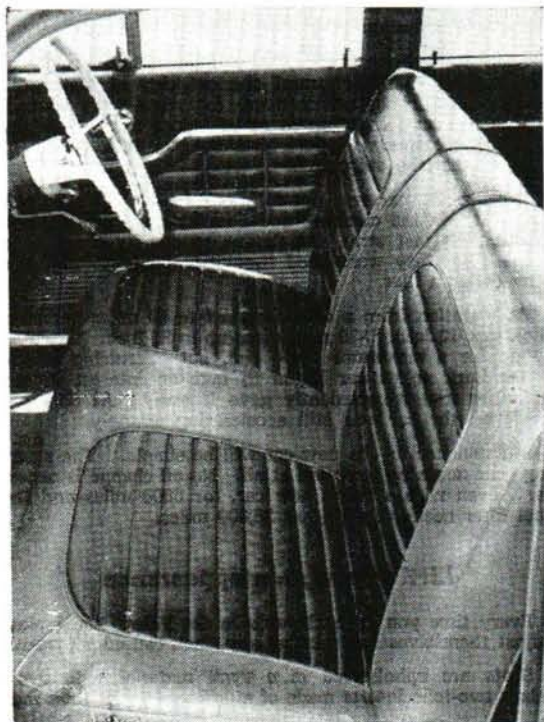
Cutest innovation is the optional electric window winder for the station wagon tailgate. Now the driver can flick a switch either on the tailgate or on the fascia panel and the window will slide gracefully up and down. The new owner will play with this for weeks before he tires of it.

It's much safer now

The windscreen, two-speed electric wipers, self-adjusting brakes and better suspension make the XM a much safer car to drive under all conditions and many drivers will, at one time in their car's life, thank Ford for getting them out of a sticky situation when the ability to see, stop or stay on the road was all-important.

The amount of work that has gone into this car certainly scotches any rumor that Ford were having second thoughts about the Falcon. The new car is competitive in every sense and the company is obviously making a determined attempt to whittle down Holdens' lead.

Interior is better-upholstered and steering wheel is smaller.



Page 8.



The XM flies through bush country during testing.

DIMENSIONS:

Kerb Weight: 2436lbs.
Length Overall: 183.1ins.
Width Overall: 70.6ins.
Height (Unladen): 54.9ins.
Wheelbase: 109.5ins.
Tread—Front: 55.0ins.
Tread—Rear: 54.5ins.

ENGINES:

Bore and Stroke: 144c.i., 3.50" x 2.50";
170c.i., 3.50" x 2.94"; 200 c.i., 3.68" x 3.126."

Brake Horse Power: 144c.i., 95; 170c.i., 111;
200c.i., 121.

Overhead valve push rod operated, six-cylinder.

Compression Ratio: 8.7 to 1, all engines.

Carburettor: Ford single Venturi, down-draught.

Manifold: 6-port cast integral with cylinder head.

Fuel Tank Capacity: 11.7 gallons.

Crankcase Oil Capacity: 4 quarts.

TRANSMISSION:

Manual: 3-speed, synchromesh on top two ratios, with shift lever on steering column.

Automatic: 2-speed water-cooled Fordomatic, with torque converter providing a maximum torque modification of 2:1, coupled with planetary gears.

SUSPENSION:

Independent front suspension with ball joints on the upper and lower control arms from coil springs mounted about the upper control arm.

Link mounted stabiliser bar.

Rear suspension is by 5-leaf semi-elliptic springs.

STEERING:

Recirculating ball steering gear.

Turning Circle: 37ft. 7ins.

BRAKES:

9-inch diameter drum type.

Lining area: 114.3 square inches.

TYRES: 6.50 by 13.

MINI-COOPER S WINS MONTE CARLO RALLY

MONTE CARLO. — The 33rd Monte Carlo Rally, which finished with a three-lap final test on the Monaco Grand Prix circuit on January 23, saw victory for Paddy Hopkirk and Henry Liddon in a works entered Morris Mini-Cooper S.

Hopkirk chose Minsk as his starting point — the first time a Russian control point has been used in the rally — and finished the road section of close on 3000 miles, including five all-out special stages on the final run from Chambéry, with a clear 31sec. lead. It was his first international rally win.

The weather made it one of the mildest "Montes" in history, and 163 out of the 299 starters reached Monte Carlo in time. Conditions were thought to favor the more powerful cars, especially the formidable eight-strong team of American entered Ford Falcons. But on arrival at Monaco the highest placed Falcon, driven by Bo Ljungfeldt, from Sweden, was lying fifth. With a tremendous

effort in the speed tests he improved to second place, ahead of Erik Carlsson (Saab), who was the winner in the previous two years. Carlsson's wife, better known as Pat Moss, easily won the ladies' prize in her first drive for Saab, and finished fifth overall.

The team prize was won by the BMC Minis by a comfortable margin.

RESULTS

General Classification:

- 1.—Hopkirk/Liddon (Morris Mini-Cooper S).
 - 2.—Ljungfeldt/Sarger (Ford Falcon).
 - 3.—Carlsson/Palm (Saab).
 - 4.—Makinen/Vanson (Morris Mini-Cooper S).
 - 5.—Pat Carlsson/Ursula Wirth (Saab).
 - 6.—Trana/Lindstrom (Volvo).
- (Third, fifth and sixth places were won on BP products.)

Touring Car Category:

- Up to 700 cc.—Motte/Buysens (NSU).
 701/850 cc.—Carlsson/Palm (Saab).
 851/1000cc.—Feret/Monraisse (Alpine).
 1001/1300 cc.—Hopkirk/Liddon (Morris Mini-Cooper S).
 1301/1600 cc.—Toivonen/Jarvi (Volkswagen 1500s).
 1601/2000 cc.—Trana/Lindstrom (Volvo).
 2001/2500cc. — Mdm. E. Rosqvist/Mdm. A. M. Falk (Mercedes 220 SE).
 Over 2500 cc. — Ljungfeldt/Sarger (Ford Falcon).

Grand Touring Category:

- Up to 1000 cc.—Roser/Tusch (Steyr Puch).
 1001/1300 cc.—Wallrabenstein/Herborn (Volkswagen).
 1301/1600 cc.—Hebert/Burggraf (Alfa Romeo).
 1601/2500 cc.—Morley/Morley (MGB).
 Over 2500 cc.—Hall/McCluggage (Ford Falcon).

READER'S LETTER

Dear Sir,

I was amazed to read that a man of Lex Davison's standing would call saloon car racing automotive larrikinism. He also goes on to ask how can we best provide competitors for the future without our sport degenerating into the phony circus event which some promoters and some misguided competitors wish to make it. All these words from a man who has raced saloon cars such as the Ford Galaxie down to the tiny NSU.

Surely Mr. Davison must realise that all of us who compete in this so-called automotive larrikinism do so to the best of our ability. Our preparation and driving tactics are probably almost as well planned as his. We go to meetings to race motor-cars as fast and as safely as is humanly possible on a race track, not to provide a circus for the spectators.

And if saloon car racing is a circus, how is it that, if we in Holdens had been racing a few years ago we would have blown Mr. Davison off the track in his Alfa or Mercedes and could have won an Australian Grand Prix. Yet our cars are bought at an initial cost of around £1000.

And, finally Mr. Davison says that many capable pilots are lost to automotive larrikinism. Does he realise that many of us competing in saloon car racing would give up living to have a drive of a modern open wheeler and it is only the enormous cost of these machines that keep us out. I think I can speak for 90% of saloon car drivers who make up the program at race meetings and say that all of us will drive open wheelers if Mr. Davison will supply them.

We all know that every now and then a larrikin does appear on our racing circuits (and not only in saloon car racing), but these types never last long—we don't want them.

I am sure that if Mr. Davison re-reads his column he may have second thoughts on the matter, or maybe I read it wrong. I know that a lot of other drivers read it the same way as I. We are prepared to follow Mr. Davison around any circuit in Australia in equal motor-cars and if he can shake us off his tail, well maybe we are larrikins.

IAN GRANT.

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For Wagon Living on a low budget. Has cargo space that will amaze you—a full 76.2 cubic feet. Families with children will like the safety of two doors. Color shown is Belmont Blue.



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America's lowest-priced 6-passenger station wagons

Developed from the Ford Falcon and perfected by America's station wagon specialists, the Falcon Wagons are bound to be winners. Every Falcon advantage was built into the Falcon Wagons: Front-mounted Falcon Six engine with up to 30-miles-per-gallon economy, generous room for six passengers, single-unit body construction, and all the other fine details that make the Ford Falcon such a popular bargain . . . including the low Falcon price range. Add to

this the refinements and know-how that have made Ford the industry's leading station wagon maker for over 30 years, and it's easy to see why Falcon Wagons are such standouts. Consider loadspace: It's over 7 ft. with tailgate up, almost 9 ft. with tailgate down and a full 57.4" wide. That's space with a Capital "S"! And when you compare price, you'll find Falcon Wagons are priced lower than any other 6-passenger wagons in America!



Fordor FALCON WAGON \$2,287*

Two extra doors make it easier to step in and out of rear. Cargo space behind front seat is more accessible. Worth more at trade-in time, too. Color shown is Montecarlo Red.

*The manufacturer's suggested retail prices shown next to each car illustrated in this folder are for cars with six-cylinder engines. Federal excise tax and suggested dealer preparation and conditioning charges are included in prices shown. Transportation charges, gasoline, antifreeze, license and title fees, state and local taxes, and options and equipment such as white sidewall tires are not included. All prices and specifications are those in effect when this publication was approved. Ford Division of Ford Motor Company reserves the right to change prices, specifications and design at any time without notice and without incurring obligation.

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FALCON WAGONS

STANDARD EQUIPMENT FOR ALL FALCON WAGONS

Roll-down Rear Window
Lifeguard Steering Wheel
Two Sun Visors
Two Front Arm Rests
Foam-Cushioned Front and Rear Seats
Glove Compartment
Chrome Drip Rails
Instrument Panel Ash Tray
Cool Hooks

Dome Light
Turn Signals
Instrument Cluster includes speedometer, odometer, fuel gauge, temperature gauge, oil and generator warning lights, high-beam and turn signal indicators
Two Vacuum-Booster-Operated Parallel Action Windshield Wipers

Chrome Windshield Molding
Deep Section Bumpers require no guards
Dual Horns
54-Plate 40 Amp-Hr Battery
3-Speed Transmission
Easy-to-clean Rubber Floor Mat
Long-wearing Rubber Loadspace Mat



Seats six big folks . . . in new luxury! Now, you can live the full wagon life at far less than the big-size wagon price. Falcon Wagon seats are three-big-people wide . . . foam padded, too, at no extra cost. Elegant new interior fabrics are station wagon practical—sedan smart!

Has longest loadspace of all "compacts"—over 7 feet with tailgate up!

Second seat folds flat in seconds, giving you a full 76.2 cu. ft. of loadspace. With tailgate down, there's room for 9-foot loads. Roll-down tailgate window is another big-wagon Falcon feature.



Up to 30 miles to a gallon . . . best gas mileage of any wagon built in America. And you'll go 4000 miles between oil changes, too, with the new-size 90-hp Falcon Six engine.

And the Falcon is priced up to \$154 less. Six-passenger comfort . . . big-wagon loadspace . . . and an easy, lively way of getting about . . . for up to \$154 less than any other six-passenger compact wagon! It's the easiest wagon in the world to own.

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SINGLE COLORS AND TWO TONES

Falcon Wagons are available in all of the Single Colors shown at right (Beachwood Brown available only with standard interior, Sultana Turquoise only with deluxe interiors). Two Tone availability shown below.

A/B	A/D	A/F	A/G	A/H
A/I	A/J	B/F	C/H	E/I

TWO TONE COLOR GUIDE

Letters on chart refer to color names above right. In each color combination, first letter is upper color, second is lower color. EXAMPLE: "A/B" is Corinthian White upper, Raven Black lower.

Two Tone price—\$16.80 extra

EXTERIOR COLORS FOR WAGONS



SINGLE COLOR



TWO TONE

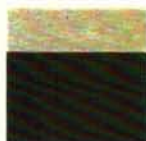
UPHOLSTERIES



Belge Western Pattern Vinyl



Red and White All Vinyl*



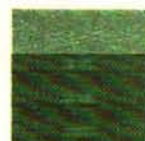
Black and White All Vinyl*



Blue Multi-block Pattern Fabric*



Gray Multi-block Pattern Fabric*



Green Multi-block Pattern Fabric*

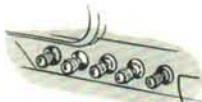
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Electric roll-down rear window. Convenient, power-operated rear window is activated by toggle switch on instrument panel and also by switch on tailgate. Safety switch prevents window from extending when tailgate is lowered. **\$29.75**

Deluxe trim package

- Deluxe wheel and horn ring
- Bright-metal side and rear window frames
- Taillight rings
- Deluxe upholstery
- Cigarette lighter
- Rear seat arm rests
- Front door dome light switches
- Rear seat ash tray

All of the above special features are available together at one low price. **\$65.80**

Safety-padded instrument panel and sun visors. Provide wonderful extra protection for just **\$19.20**

Luggage Rack—Here's a handsome, chrome-plated and stainless steel rack that attaches permanently to roof. Has six protective skid strips. All rails are removable. Mighty handy for extra loads. **\$35.10**

Falcon SPECIFICATIONS

Falcon Design: All-new, welded, integral body and frame for quietness and high strength-weight ratio. Roof cross brace at center gives extra rigidity. Zinc-coated rocker panels and main underbody members for durability. Completely sealed and insulated. Rear-hinged hood with outside safety-type latch. Chromed one-piece front and rear bumpers. Corrosion-resistant aluminum grille. Bright-metal windshield, sedan rear window and drip moldings. Cowl-top ventilation system. Clear-vision safety glass throughout. Wide Angle windshield with forward-slanting pillars. Large, wide-opening doors, with assist-type door checks and bronze-bushed hinges. Lifeguard Double-Grip door locks. Posture Control front seat, adjustable to 9 positions. Wagons have easy-to-operate counterbalanced tailgate (with coil assist springs), roll-down tailgate window and Stowaway 2nd seat. Rear-mounted 14-gal. gas tank with Center-Fill fueling on sedans, left rear fender fuel fill on wagons.

Engine: 90-hp Falcon Six—144-cu. in. displ., 3.50" bore x 2.50" stroke; 8.7 to 1 comp. ratio; regular fuel, low-silhouette unit-design carburetor; manual choke; full-vacuum spark control; integral cylinder head and 6-port intake manifold; precision-molded crankshaft with four precision-type main bearings; rotor-type oil pump; oil capacity, with filter change, 4.5 qt.

Features: For economy and long life, the Falcon Six has Short Stroke, low-friction design; Wedge-Type combustion chambers; Free-Turning overhead intake and exhaust valves; 3-ring aluminum-alloy pistons with full-chromed top ring; Super-Filter air cleaner with re-usable element; vacuum-booster type fuel pump for more constant windshield-wiper action; full-pressure lubrication system with Full-Flow disposable-type oil filter; pressurized cooling system with 180° Positive-Action thermostat; 12-volt electrical system; weatherproof ignition; 18-mm. Turbo-Action spark plugs; 54-plate, 40 amp-hr battery, positive engagement starter; 3-point rubber-insulated engine mounting; aluminum muffler. Engine is electronically balanced while operating under its own power for optimum smoothness.

Clutch and Manual Transmission: Single cushion disc, dry-plate clutch for smooth engagement; aluminum housing; permanently lubricated ball-bearing type throw-out bearing; suspended clutch pedal for easy action and no draft hole in toeboard. Face diameter is 8½ in. Total frictional area is 68.1 sq. in. Conventional Drive has 3 forward speeds and 1 reverse. Shol-peened fine-pitch helical gears for high strength and quietness with forged bronze synchronizers for smooth operation. Anti-friction bearings throughout. Standard "H" shift pattern with lever on steering column. Ratios (to 1): 1st 3.29, 2nd 1.75, direct 1.00, reverse 4.46.

Fordomatic Drive: (optional): Features simplified design, lightweight cast aluminum construction, minimum servicing (each 24,000 miles). Torque converter in combination with compound planetary gear set. Two forward gear ratios, one reverse (to 1); low 1.75, direct 1.00, reverse 1.50; converter (stall) 2.4. In "D" range gives brisk, smooth starts in low. Effective engine braking in "L" position. Air cooled. Selector lever and quadrant on steering column, sequence P-R-N-D-L.

Steering: Magic-Circle low-friction recirculating-ball type steering gear provides easy handling. Protective rear mounting. Anti-friction bearings throughout. Symmetrical linkage. Over-all steering ratio 27 to 1. Lifeguard 17", black, 3-spoke, deep-center steering wheel. Turning diameter 38.8 ft.

Brakes: Truck-Size double-sealed, self-energizing hydraulic brakes have suspended pedal and dash-mounted master cylinder. Composite drums, 9-in. diameter front and rear, with riveted linings, for long life, cool operation and fade resistance. Lining area is 131 sq. in. for sedans, 150.6 sq. in. for wagons. Offset "T" handle parking brake at left of steering column applies rear brakes.

Standard Equipment: Gray bar-pattern nylon cloth upholstery with matching morocco grain vinyl bolsters and trim in sedans; beige brand-pattern vinyl upholstery with matching morocco grain vinyl bolsters and trim in wagons. Two sun visors. Two front arm rests. Two parallel-action windshield wipers of the dual-range type. Inside rearview mirror. Instrument panel with speedometer, odometer fuel gauge, temperature gauge, oil and generator warning lights, high-beam and turn signal indicators in cluster; lighted control identifications, ash tray, glove box. Dome light operated by headlight switch. Sealed beam headlights, parking lights, taillights with stoplights and turn signals, license plate light. Sof-Tred black rubber floor covering (and cargo area mat in wagons).

Dimensions: (inches): Wheelbase 109.5; tread, front 55.0, rear 54.5; height sedans 54.5, wagons 55.1; width 70.1; length, sedans 181.2, wagons 189.0; front, head room 38.9; rear head room 37.3; front leg room 44.6; rear leg room, sedans 40.1, wagons 38.6; wagon loadspace, back of front seat to end of open tailgate 105.2, closed tailgate 85.3; maximum loadspace width 57.4; wagon rear opening (maximum) 27 x 45.5. Curb weights (pounds): 2389 Tudor Sedan, 2422 Ford Sedan, 2633 Tudor Wagon, 2666 Ford Wagon.

Note: Interior dimensions are taken with front seat adjusted 4" back from full-forward position.

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And now see the next page for the
FIRST OWNER REPORTS on the BIG FORD WAGONS